ಶ್ರೀಮತಿ ಬನವರಾಜೇಶ್ವರಿ.—ಫ್ಲಡ್ಸ್ ಬಂದಾಗ ಡ್ಯಾಮೇಜ್ ಆಗುತ್ತದೆ. ಆಗ ಡೀಜ್ಯೂರ್ಡ್ ಇನ್‌ವೆಸ್ಟಿಗೇಷನ್ ಮಾಡಿ ಸ್ಟ್ಯಾಂಡರ್ಡ್ ಫಿಕ್ಸ್ ಮಾಡಿ ಆ ಸ್ಟ್ಯಾಂಡರ್ಡ್ ಪ್ರಕಾರ ಕೆಲಸ ಮಾಡಿಸುತ್ತೇವೆ. ಮಾನ್ಯ ಸದಸ್ಯರು ಕ ಟ್ರಾಕ್ಟರ್‌ಗಳು ಸರಿಯಾಗಿ ಕೆಲಸ ಮಾಡಿಲ್ಲವೆಂದು ಹೇಳುತ್ತಾರೆ. ಯಾವ ಕೆರೆಯ ಬಗ್ಗೆ ಆಗಿದೆ ಎಂದು ಮಾನ್ಯ ಸದಸ್ಯರು ಹೇಳಿದರೆ ವಿಚಾರ ಮಾಡಬಹುದು.

Plying of Private Buses on Nationalised Routes

203. **Sri SIDDAIAH KASHIMATH** (Shirhatti).—

Will the Minister for Transport be pleased to state:—

(*a*) whether it has come to the notice of Government that a good number of private buses are plying during night time regularly in the nationalised routes in the State ;

(*b*) if so, whether this would not adversely affect the earnings of the Mysore State Road Transport Corporation ;

(*c*) the steps taken to put an end to this system of competition ?

Sri MOHAMED ALI (Minister for Transport).—

(*a*) Yes.

(*b*) Yes.

(*c*) The Executive staff of the Motor Vehicles Department and the flying squads of the Mysore State Road Transport Corporation have carried out intensive checks resulting in over 1,000 check-reports and 24 permits have been suspended, 25 permits have been cancelled and Rs. 34,767 collected as penalty in respect of 314 check reports by the Regional Transport Authorities. Action in respect of the remaining reports is being expedited and checking continues unabated. The Mysore Motor Vehicles Rules have been amended to enable the permit issuing authority to refuse to grant or to renew the contract carriage permits whenever there are more than 3 entries in the History Sheet of the applicant relating to offences committed by him.

Further amendments to Rules and Acts are also under active consideration of Government.

Sri SIDDAIAH KASHIMATH.—How many private buses are plying now and what is the number of permits issued during 1969 ?

Sri MOHAMED ALI.—The total number of private buses to which ontract carriage permits have been issued is 192. I do not have year-wise figures.

ಶ್ರೀ ಸಿದ್ದಯ್ಯಕಾಶಿಮಠ.—ಖಾಸಗೀ ಬಸ್‌ನವರು ಕಡಿಮೆ ದರದಲ್ಲಿ ಪ್ರಯಾಣಿಕರನ್ನು ಕಡಿಮೆ ವೇಳೆಯಲ್ಲಿ ಕರೆದುಕೊಂಡು ಹೋಗುತ್ತಿರುವುದರಿಂದ ಈಗಿರುವ ರಾಷ್ಟ್ರೀಕರಣವನ್ನು ರದ್ದು ಮಾಡುತ್ತೀರಾ ?

Sri MOHAMED ALI.—There is no question of denationalisation. Here the point is that the conditions of contract carriage permits are being misused and Government feel that the legal provisions are not sufficient to deal with them and legislative measures for the same are being contemplated.

Sri B. P. GANGADHAR.—This mater is coming before the Assembly often. In the last budget Session you promised to bring legislative measures to amend the Act and the Rules so as to enable you to take stern action. Hundreds of buses are plying without permits and lakhs of rupees are lost to the State Exchequer. What action do you propose to take ?

Sri MOHAMED ALI.—On account of certain legal complications the proposed amendments are being re-considered by the Law Department. Out of 192 contract carriage permits, 24 have been suspended, 25 have been cancelled. 314 cases have been compounded and there are hundreds pending disciplinary action before the concerned RTAs. I think I will be able to bring legislative measure possibly in the next Assembly Session.

ಶ್ರೀ ಎಚ್. ಬಿ. ಜ್ವಾಲನಯ್ಯ.—ಸರ್ಕಾರದವರು ಯಾವ ಯಾವ ಲೈನ್‌ನ್ನುರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿದ್ದಾರೋ ಆ ಸ್ಥಳದಲ್ಲಿ ಪ್ರೈವೇಟ್ ಬಸ್ಸುಗಳನ್ನು ಓಡಿಸುವುದಕ್ಕೆ ಅವಕಾಶವನ್ನು ಕೊಡ ಬಾರದು ಎಂದು ರೋಡ್‌ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಅಥಾರಿಟಿಯವರು ತೀರ್ಮಾನವನ್ನು ಕೊಟ್ಟಿದ್ದರೂ ಕೂಡ, ಅಲ್ಲಿ 100 ಕ್ಕಿಂತ ಹೆಚ್ಚು ಪ್ರೈವೇಟ್ ಬಸ್‌ಗಳು ಓಡುತ್ತಿವೆ. ಅವಕ್ಕೆ ಸರ್ಕಾರದವರು ನೇಮಿಸಿರತಕ್ಕ ಕಮಿಟಿಗಳವರು ತಮ್ಮ ಅನುಮತಿಯನ್ನು ಕೊಟ್ಟಿಲ್ಲವೇ ?

Sri MOHAMED ALI.—All the contract carriage permit holders are not misusing. The difficulty is about the lack of precise defintion of contrat carriage. Now the question of defining the contract carriage and tourist carriage is being considered by the Government of India and by the State Government also. The difficulty is how we have to protect the genuine tourist operators and we have to get rid off the menace of contract carriages which are violating the conditions of the permit. So far as the Motor Vehicles Department and the Road Transport Corporation are concerned, they are having intensive checks and in 314 cases, decisions have been taken and in other cases the decision is yet to be taken and it will be taken shortly. The Government is modifying the rules. If these contract carriage holders defy the conditions for three times, permits will not be renewed.

Sri G. CHANDRAKANTH.—Is it not a fact that these carriage permits have been issued by the competent authority and is it not necessary to bring about a necessary legislation about which you are promising for the last two or three sessions, so that we can avoid loss to the exchequer ?

Sri MOHAMED ALI.—I have already answered.

ಶ್ರೀ ಬಿ. ಎಂ. ಇದಿನಬ್ಬ.—ಸ್ವಾಮಿ ಸರ್ಕಾರದವರು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿರುವ ಪ್ರತಿ ಯೊಂದು ಬಸ್ ಲೈನಿನಲ್ಲೂ ಸರ್ಕಾರಿ ಬಸ್ಸು ಒಂದೊಂದು ಓಡಾಡಿದರೆ 4-5 ಖಾಸಗೀ ಬಸ್ಸುಗಳು ಓಡಾಡುತ್ತಿವೆ. ಸರ್ಕಾರಿ ಬಸ್ಸುಗಳಲ್ಲಿ 14-15 ಸೀಟುಗಳು ಖಾಲಿ ಇರುತ್ತವೆ. ಇದರಿಂದ ಸರ್ಕಾರಕ್ಕೆ ನಷ್ಟವಾಗುವುದು ಒಂದುಕಡೆ, ಮತ್ತೊಂದು ಕಡೆ ರಾಷ್ಟ್ರೀಕರಣ ಅಪಹಾಸ್ಯಕ್ಕೆ ಒಳಗಾಗುವುದಿಲ್ಲವೇ ?

Sri MOHAMED ALI.—One of the measures that has been suggested is to introduce alternative arrangement, that is to say night services of the Road Transport Corporation, to get rid of these private services. It is not enough if we introduce the legislative measure to get rid of this menace, but it is also necessary to make alternative arrangements for transport of the people.

Sri H. SIDDAVEERAPPA.—Is it not advisable to consult the Road Transport Department before giving permit to the Private operators, so that the number of permits issued could be minimised and the loss to the Department could be checked? Is it not necessary to take some effective measures?

Sri MOHAMED ALI.—Unfortunately the position of the Road Transport Corporation is like any other ordinary operators and they will have no voice against the grant of such permits to private carriage owners. The Road Transport Corporation has filed appeals in a number of such cases. The Road Transport Corporation has also challenged the R.T.A.S. authority to issue statewise permits as thair jurisdiction is limited. This matter may take a long time to be decided. Since the R.T.A. is quasi-judicial authority, the Government will have no say in the matter. Only legislative measures will have to be taken in the matter. As suggested by Sri Siddaveerappa, some effective changes are necessary so that there should not be any scope for misuse.

ಶ್ರೀ ಕೆ. ನಂಗನಗೌಡ.—ಈಗ ತಾವು ಮುಂಜೂರು ಮಾಡಿರತಕ್ಕ 192 ಪರ್ಮಿಟ್‌ಗಳಲ್ಲಿ ಯಾವ ಯಾವ ಜಿಲ್ಲೆಗೆ ಎಷ್ಟೆಷ್ಟು ಪರ್ಮಿಟ್‌ಗಳನ್ನು ಕೊಟ್ಟಿದ್ದೀರಿ, ರಾಯಚೂರ್ ಜಿಲ್ಲೆಯಿಂದ ಎಷ್ಟು ಅಪ್ಲಿಕೇಷನ್ ಬಂದಿದ್ದವು. ಆ ಪೈಕಿ ಎಷ್ಟು ಸ್ಯಾಂಕ್ಷನ್ ಮಾಡಿದ್ದೀರಿ, ಉಳಿವುಗಳನ್ನು ಸ್ಯಾಂಕ್ಷನ್ ಮಾಡದೇ ಇರುವುದಕ್ಕೆ ಕಾರಣವೇನು?

Sri MOHAMED ALI.—We have not sanctioned or issued any such permits. Quasi-judicial authorities sanction them and therefore, it is difficult for Government to say why these permits have been granted.

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.—ರಾಜ್ಯ ಸರ್ಕಾರದವರು ರಸ್ತೆ ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆಯನ್ನು ಪೂರ್ತಿಯಾಗಿ ರಾಜ್ಯದಲ್ಲಿ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವುದಕ್ಕೆ ಏನಾದರೂ ಸಮಯಬದ್ಧವಾದ ಕಾರ್ಯಕ್ರಮವನ್ನು ಇಟ್ಟುಕೊಂಡಿದ್ದಾರೆಯೇ? ಮತ್ತು ಈಗ ತಾವು ಕೆಲವು ಲೈಸೆನ್ಸ್‌ಗಳನ್ನು ಕೊಟ್ಟಿದ್ದೀರಿ, ಕಾನೂನು ಪ್ರಕಾರ ಕೆಲವು ಲೈಸೆನ್ಸ್‌ಗಳನ್ನು ರದ್ದುಪಡಿಸಿದ್ದೀರಿ, ಇಂಥಾ ಕಾನೂನನ್ನು ತಿದ್ದುಪಡಿ ಮಾಡುವುದಕ್ಕೆ ಏನಾದರೂ ವ್ಯವಸ್ಥೆ ಮಾಡುತ್ತೀರಾ?

Sri MOHAMED ALI.—The policy of the Road Transport Corporation regarding nationalisation of the roads has been announced long back. The policy is to nationalise all the remaining roads in a phased manner. It depends upon the availability of funds. Funds have not been allotted to the Corporation for some time and therefore there is no scope to nationalise any roads. Regarding the misuse of these Stage carriage permits, some legislative measures are necessary and it is being examined by Law Department of the State Government. Even the Central Government is also considering the question of defining the terms "Stage Carriage and tourists carriage." in precise terms. If they do it, there will not be much difficulty. The point here is that there are certain genuine tourist operators and we have to see that these genuine

tourist operators are protected and those who misuse are put out of the roads by suitable legislation.

Sri C. K. RAJAIAH SHETTY.—Is it not a fact that the Government is tolerating these private buses which are running just because the M.S.R.T.C. is not having enough buses ?

Sri MOHAMED ALI.—No Sir, The M.S.R.T.C. has got a big programme of augmenting the services.

ಶ್ರೀ ಬಿ. ದೊಡ್ಡಬೋರೇಗೌಡ.—ರಾಜ್ಯದಲ್ಲಿ ಖಾಸಗೀ ಬಸ್ಸುಗಳು ಸರ್ಕಾರೀ ಬಸ್ಸಿಗಿಂತ ಬಹಳ ಕಡಿಮೆ ದರದಲ್ಲಿಯೂ ಮತ್ತು ವೇಳೆಗೆ ಸರಿಯಾಗಿಯೂ ಪ್ರಯಾಣಿಕರನ್ನು ಒಯ್ಯುವುದರಿಂದ, ನಿಮ್ಮ ಬಸ್ಸುಗಳಿಗೆ ನಷ್ಟವಾಗುವುದಿಲ್ಲವೇ ? ಮತ್ತು ಈ ಕಂಟ್ರಾಕ್ಟ್ ಕೇರೇಜಿಂದಲೂ ನಿಮ್ಮ ಸರ್ಕಾರೀ ಬಸ್ಸುಗಳಿಗೆ ನಷ್ಟವಾಗುವುದಿಲ್ಲವೇ ? ಮತ್ತು ಎಷ್ಟು ಕೇಸುಗಳನ್ನು ಪಿಡಿಯಲಿಕ್ಕಾಗಿದೆ ?

Sri MOHAMED ALI.—Sir, the total number of fleet of the Road Transport Corporation is more than 2,800 whereas the contract carriages granted is only 192. It is not correct to say that more people are travelling by contract carriages. It is true that some of them are good. I do not know what fare they are charging. Certainly it is a good suggestion made by the hon. member that Road Transport Corporation should also provide better buses and better travelling facilities.

Sri V. N. PATIL.—How is it that the private buses are running full always and the Government buses are running empty ? Is it not a fact that the private operators start early and the Government buses late so that the private operators are given an upper hand to make better profit ?

Sri MOHAMED ALI.—Sir, I do not propose to say that our buses are running empty and I do not have that information. So far as Road Transport Corporation is concerned, it is making profit and the income is increasing. Last year also, it has made a profit of 8 per cent after payment of income tax, etc.

Mining Lease for Moulding sand in Ghataprabha River

251. Sri A. R. PANCHAGAVI (Arabhavi).—

Will the Minister for Industries, Information and Publicity be pleased to state:—

(*a*) whether there was any advertisement or publicity before granting the mining lease of sand in the river near Ghataprabha and Markandeya Villages in Gokak taluka ;

(*b*) whether the Government had offered this lease to the Panchayats or Municipality or other local bodies before granting it to private persons ;